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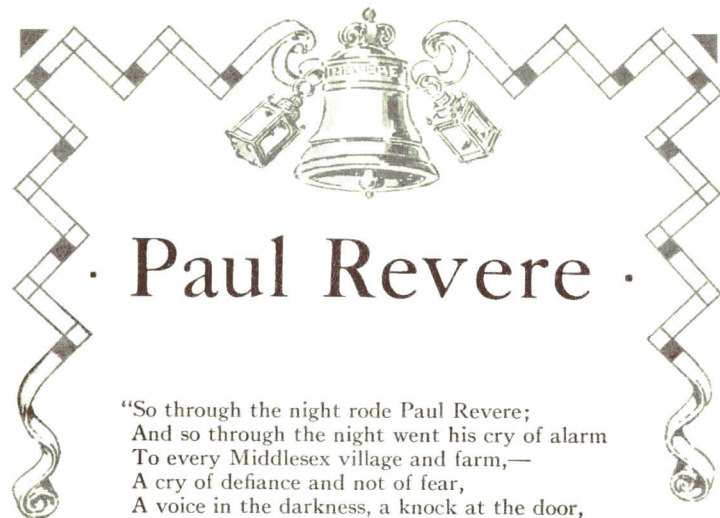
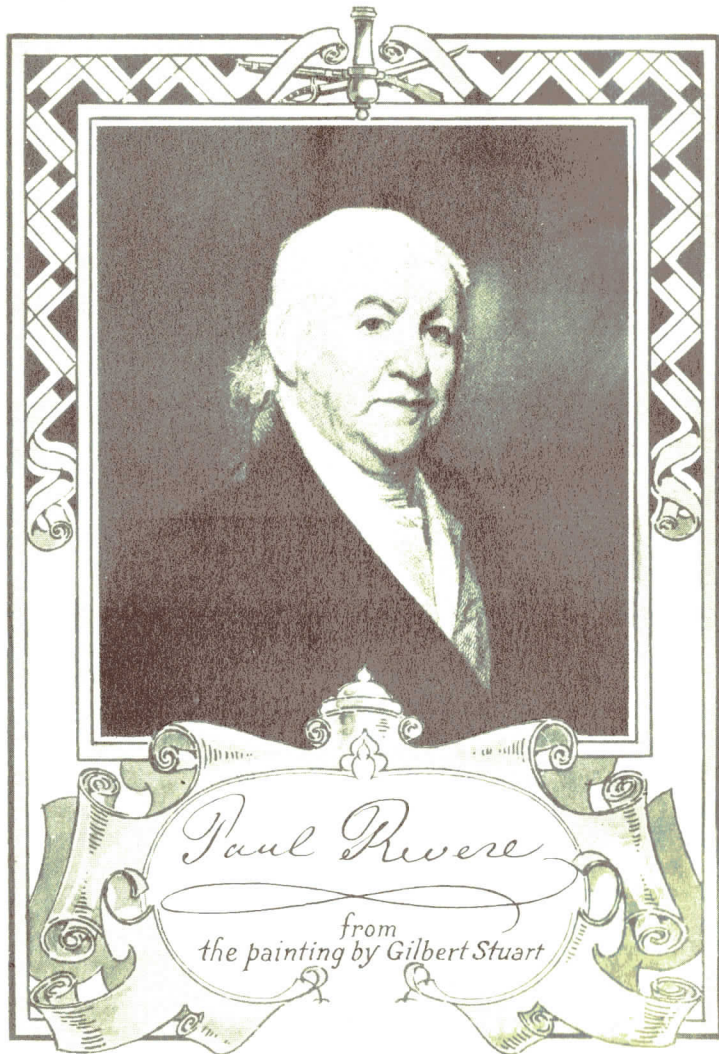
John Hancock
MUTUAL

LIFE INSURANCE COMPANY

OF BOSTON, MASSACHUSETTS

PAUL REVERE

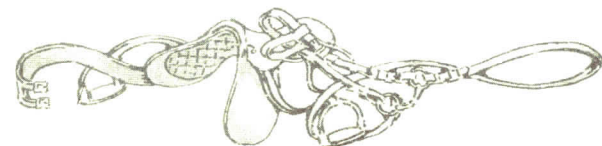


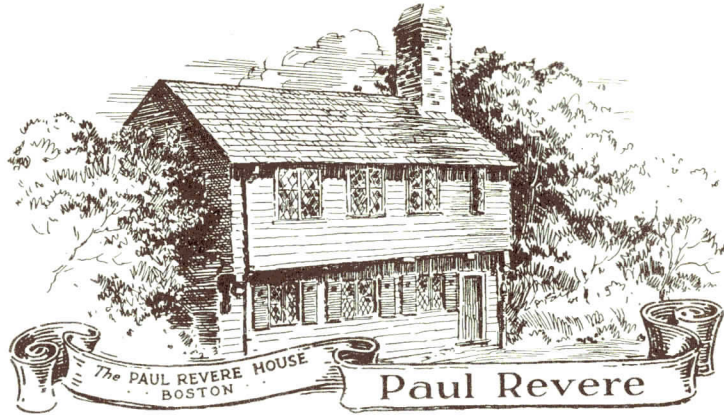


"So through the night rode Paul Revere;
And so through the night went his cry of alarm
To every Middlesex village and farm,—
A cry of defiance and not of fear,
A voice in the darkness, a knock at the door,
And a word that shall echo forevermore!"

—HENRY WADSWORTH LONGFELLOW.

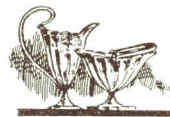
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EIGHTY-FIVE years after "the eighteenth of April in Seventy-five," Longfellow wrote the poem which has immortalized the midnight ride of Paul Revere. That famous ride is one of the most thrilling and picturesque incidents in our history because of the events which took place the next day on Lexington Common and "by the rude bridge" at Concord. Yet it might have remained merely a fact of history, had not the pen of the poet caught the fire of those hurrying hoofbeats and the deep significance of that midnight message. To most of us this story is so vividly fixed in our imaginations that we seldom think of Paul Revere except as a messenger of alarm, mounting his horse and speeding through the night with his cry of warning to the countryside.

But Paul Revere was not a person of one ride only, nor of one deed of renown. Many were the rides he took for the Committee of Safety, carrying important messages to Philadelphia and New York and various points in New England. He was a skilled artisan and could make almost anything with his hands, from beautiful silverware to gunpowder, when the latter was so urgently



Paul Revere



needed by the Colonial army. He was an engraver of merit, depicting many of the important events that preceded the Revolution. He made the copper plates and printed the first currency issued by the revolutionary government of Massachusetts. In Revere's foundry, bells were cast, and cannon. His malleable copper bolts and spikes went into the frigate *Constitution*. He established the first copper-rolling mill in America and rolled the first American sheet-copper. He supplied copper to make boilers for Robert Fulton's steam ferryboats.

It is impossible to read the life of Paul Revere without being struck by the amazing versatility of his accomplishments. Patriot, artist, mechanic, inventor, industrial pioneer—he combined them all into a useful American citizen, with his ability placed always at the service of his country.

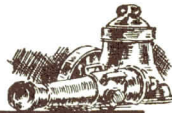
Early Life

WHEN Paul Revere's father came to Boston from France in the early part of the 18th century, his name was Apollos Rivoire. He was then a lad of thirteen and was apprenticed to a goldsmith. He found that his name was not easily pronounced in the English tongue, and upon reaching manhood, he changed it to Paul Revere.

He became a goldsmith, married and had a large family, the third of whom, named Paul, was born on December 21, 1734, by the Old Style calendar, but by the present calendar, it would be New Year's Day, 1735. The Revere family lived at the North End of Boston and young Paul went to the public school on Bennet Street. School children in those days did not have blackboards, nor even slates, and their writing paper was very rough and dark. It was also expensive and many children used birch bark,



Paul Revere



writing with lead plummets, for it was before the day of lead pencils. We can imagine the boy Paul learning to draw on birch bark and, we dare say, surpassing the other children, as he had a natural gift for drawing and designing.

Upon leaving school, he went to work in his father's shop, and his skillful hands learned to fashion many beautiful things in silver—cups, mugs, spoons, pitchers, tankards and the like—objects of such enduring beauty and art that they are now treasured in museums, or as family heirlooms.

But Paul Revere was an out-of-doors lad, as well as a skilled artisan. He was broad-shouldered and strong, and could ride and shoot and skate. Many a good time he had as a youngster, coasting down Beacon Hill, although he was almost a generation ahead of the boys who, when forbidden by the British soldiers to ride down this hill, protested so violently that General Gage restored their slide, remarking that it was impossible to beat the notion of liberty out of the people when it was rooted in them from childhood.

Revere was twenty-one when he served as second lieutenant in the war between France and England, and joined the expedition against Crown Point, on Lake Champlain. Upon his return he married Sarah Orne. Already Revere

had taken over the shop at the death of his father, and was interesting himself in copper engraving.

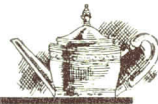
He was quick to realize the effectiveness of caricatures to portray and intensify political feeling. He might almost be called



Business Card of
Paul Revere and Son



Paul Revere



America's first cartoonist. The passage of the Stamp Act and its repeal were subjects for Paul Revere's engraving art. Three engravings of Boston and the harbor, showing the landing of the British troops in 1768, are of great historical interest today. Perhaps the most famous Revere engraving is that of the Boston Massacre. There are also in existence today many book plates, beautifully and delicately designed by Revere.

So versatile a man as Paul Revere could turn his hand to almost anything, as is evidenced by the following advertisement which appeared in the *Boston Gazette* of September 19, 1768:

"Whereas many Persons are so unfortunate as to lose their Fore-Teeth by accident and otherways, to their great Detriment, not only in looks but speaking both in Public and Private: This is to inform all such, that they may have them re-placed with artificial Ones, that looks as well as the Natural, and answers the End of Speaking to all Intents, by Paul Revere, Goldsmith, near the head of Dr. Clarke's Wharf, Boston."

It was well for Revere that he had so many sources of income, for his family was a large one to clothe and feed. Although all did not live to grow up, there were sixteen children. Following the death of his wife in 1773, Revere married Rachael Walker. In the old North End in Boston there stands today a quaint, little, low-studded, weather-stained house, with an overhanging second story and mullioned windows. It was here that the Reveres lived from 1770 until about 1800, through all the stirring days before and during the Revolution, except for almost a year spent in Charlestown. From this door, Paul Revere went forth "to spread the alarm through every Middlesex village and farm." From the upper windows, on the first anniversary of the Boston Massacre, March 5, 1771, Paul



Paul Revere

Revere displayed a series of transparencies commemorative of the event.

It is the oldest house in Boston, for it was about one hundred years old when the Reveres went there to live. It is owned today by the Paul Revere Memorial Association, and has been restored to its original condition as nearly as possible.

The Boston Tea Party and Paul Revere's First Important Ride

THE passage of the Stamp Act in 1765 brought into being a secret society, organized in nearly every Colony, known as the "Sons of Liberty." In Boston, Paul Revere was one of the most active members. He belonged to other political gatherings—the "North End Caucus" and the "Long Room Club." Samuel Adams, John Hancock, Dr. Joseph Warren and other leading patriots placed utmost confidence in this sturdy and energetic mechanic and silversmith. He had brains as well as initiative and courage.

It was at the "North End Caucus" that the "tea party" was planned. A guard of twenty-five men was placed to see that the tea was not landed. Among the names of the first night's guard appears that of Paul Revere. On that thrilling night of the 16th of December in 1773, when at the end of the great mass meeting in Old South Meeting-House, the shout arose: "Boston Harbor a tea-pot tonight," and a band of men disguised as Mohawk Indians dashed down to Griffin's Wharf, such extreme caution was used that we do not know who actually threw the tea overboard. But it is safe to conjecture that Paul Revere was one of the ringleaders.



Paul Revere

News of this important event had to be sent immediately to the other Colonies and, in those days, the swiftest way to convey messages was by an express rider. It was none other than Paul Revere who rode out of Boston the morning after the tea party with dispatches from the Boston Committee of Correspondence to those committees in New York and Philadelphia.

"A committee was chosen to go to several towns, and Mr. P. Revere was chosen to go express to New York and Philadelphia."

Thus the diary of Mr. Thomas Newell, under date of May 13, 1774, mentions Paul Revere's next important ride. This time he carried news of the Boston Port Bill—by which the port of Boston was closed to all commerce—and an appeal to the other Colonies to join Massachusetts in her struggle. Paul Revere left Boston on May 14 and reached Philadelphia in six days. He brought back assurances that Philadelphia and New York would "stand by Boston in its hour of distress," and recommendations that a General Congress of all the Colonies be called.

It was to this Continental Congress assembled in Philadelphia that Revere carried important dispatches in September of that year, and again, in October. In Revere's methodical daybook are charged all the rides he took to the Continental Congress. When not express-riding, he was busy on his engravings, some of which he now contributed to the *Royal American Magazine*.

A Long, Cold Ride to Portsmouth and Its Consequence

ON a cold day in December, 1774, Revere mounted his horse and headed for Portsmouth, New Hampshire. Not a minute must be lost. George III had decreed that



Paul Revere



no more arms or ammunition should be sent the Colonies, and the Sons of Liberty had learned that two British regiments were about to be sent from Boston to reinforce the garrison of Fort William and Mary. It was necessary for the New Hampshire patriots to seize the military stores there, now guarded by only a handful of men. To

tell them to do this before the British reinforcements arrived, Revere was riding these sixty miles with all possible speed.

The message was delivered; Major John Sullivan at once gathered his band of patriot volunteers, and soon the gunpowder and guns were safely buried under the pulpit of the old meeting-house at Durham. This gunpowder seized that December day at Portsmouth was destined to play an important part at the battle of Bunker Hill. It was taken from its hiding-place and drawn to the battlefield in "old John Demeritt's ox-cart," reaching there just as the Colonial ammunition was running low.

**"Listen, my children, and you shall hear
Of the midnight ride of Paul Revere."**

For the actual details of Paul Revere's most famous ride, we can refer to the rider himself, for his own account with many interesting details is in existence today. In fact, there are two such accounts. The first is in the form of a deposition made probably not long after the battle of Lexington. The second is a letter, written about twenty-two years afterwards, at the request of his friend,



Old North Church - Boston
Salem Street, opposite Hull



Paul Revere



Rev. Jeremy Belknap. Between Paul Revere's own story and Longfellow's poem, there are several discrepancies which can best be attributed to poetic license.

In Revere's account we learn of another ride to Lexington, on Sunday, the 16th of April, which was almost as important as his "midnight ride." As we know, affairs in Boston had reached a critical state during the winter of 1774-1775. The Sons of Liberty were keeping close watch of the four thousand British soldiers camped in Boston under command of General Gage who, in turn, had spies everywhere. Since the British failure to seize the military stores at Salem in February, it was daily expected that their next point of attack would be at Concord, another base of military supplies. Also it was rumored that General Gage had received orders from England to arrest the two patriot leaders, Samuel Adams and John Hancock, now attending the Provincial Congress at Concord.

Paul Revere tells us he was one of a committee of about thirty, who took turns, two by two, patrolling the streets at night to keep watch of the British. On Saturday night, the 15th of April, they discovered several suspicious movements among the British. The next day, Dr. Warren, chairman of the Committee of Safety, sent Revere with a message to Mr. Adams and Mr. Hancock, who were staying in Lexington. Undoubtedly it was this Sunday message which carried the first warning that the British were actually preparing to make their long-awaited move.

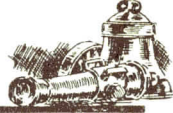
That Sunday ride to Lexington is important for another reason. On his return, Revere tells us, he stopped



One of the Signal Lanterns of April 18, 1775
Now owned by the Concord
Antiquarian Society



Paul Revere



in Charlestown. "There I agreed with a Colonel Conant and some other gentlemen," he states, "that if the British went out by water, we would shew two Lanthorns in the North Church steeple, and if by Land, one, as a signal." This plan of the signal lights was arranged—some think entirely through Revere's foresight—so that in case the British should prevent a messenger leaving Boston, the warning of any movement on their part might be communicated to the surrounding country, and a messenger sent from Charlestown to spread the alarm.

On Tuesday evening, the 18th, several companies of British soldiers were silently marched to the foot of the Common,* where boats were to carry them across to Cambridge. About ten o'clock, Dr. Warren sent for Paul Revere and asked him to set off immediately for Lexington by way of Charlestown. He had already sent William Dawes by way of Roxbury. Before leaving, Revere arranged with "a friend" for the hanging of the signal lights. To this day it is a mystery whether it was Robert Newman, sexton of Christ Church, or Captain John Pulling, Jr., who climbed "the trembling ladder, steep and tall," and hung the lanterns which have so picturesque a part in this story.

Thomas Richardson and Joshua Bentley rowed Revere across the river to Charlestown under the very nose of the Somerset man-of-war. The story goes that they used a girl's woolen petticoat to muffle the oars. "It was then young flood, the ship was winding, and the

*The point from which the British started in their boats was near what is now Park Square. Then, at high tide, the waters of the Charles River came to the lower boundary of the Common.



Paul Revere



moon was rising," runs Paul Revere's description of that perilous ride across the river.

From Deacon John Larkin, he borrowed a horse, and from Richard Devens he learned that ten British officers had been seen a short time before, riding towards Lexington. A tablet at City Square in Charlestown marks the spot where Paul Revere set off at about eleven o'clock. At Charlestown Common, now Sullivan Square, the road forked, and Revere took the Cambridge road. He rode about half a mile when he saw ahead in the bright moonlight two British officers evidently lying in wait for him. Quick as a flash, Revere turned and galloped back to the fork and took the Medford road. One of the British officers attempted to cut him off by crossing the fields, but was hopelessly mired in a clay pond.

Over that narrow, rutted road sped Paul Revere on his foam-flecked horse. It was a lonely road, bordered by woods and low, stone walls, with here and there a silent, dark farmhouse. But before the sound of those pounding hoofs and the hoarse cry of the rider vanished into the night, lights appeared in the darkened houses and voices murmured in quick alarm.

There it stands today in Lexington, that quaint, old, brown house* of Rev. Jonas Clarke, where John Hancock and Samuel Adams, Dorothy Quincy and Madame Lydia Hancock were staying on that April



*The Hancock-Clarke house has been moved from its original site, just across the street.

The Hancock - Clarke House
Lexington, Massachusetts



night. Up to this house dashed Paul Revere a little past midnight and was confronted by a squad of Minute-Men on guard. One of them cautioned Revere not to make so much noise. "Noise!" cried Revere, "you'll have noise enough before long; the Regulars are coming out!" Hancock recognized Revere's voice and asked him to come in.

Within half an hour after Revere's arrival, William Dawes, the other messenger, arrived. Together they started on to warn the people of Concord. They happened upon young Dr. Samuel Prescott, who was riding towards Concord and offered to join them in spreading the alarm. About halfway between Lexington and Concord, by the roadside, we can see today a tablet marking the spot where these three riders were halted by a party of British soldiers. Dawes escaped, but Revere and Prescott were forced off the road into a pasture. Dr. Prescott jumped his horse over a stone wall and fled on to Concord with his alarming news. Revere tried also to escape but was taken by six mounted officers. They questioned Revere who told them he had alarmed the country all the way from Boston. With four other prisoners and Revere, the British started back towards Lexington. The sound of firing in the distance frightened them, and they released the other prisoners. When they came within sight of the meeting-house, another volley of shots rang out; they ordered Revere to dismount, took his horse for a sergeant whose own horse was worn out, and rode away.

Revere says he "went across the Burying ground, & some pastures, & came to the Rev. Mr. Clarke's house." Hancock and Adams were still there, but were persuaded to go to Woburn. Revere accompanied them, but soon he



and Mr. Lowell, "a clerk to Mr. Hancock," hurried back to the tavern to get a trunk of important papers, belonging to Mr. Hancock. There, overlooking Lexington Common, stands today that same old tavern,* from whose front chamber window Revere watched the British "very near, upon a full March." Below him, on that bit of Lexington green—so soon to become hallowed ground—he could see in the dim gray dawn, Captain Parker assembling his little band of Minute-Men.

Revere says that as he and Lowell hurried away from the tavern carrying the trunk, "the British troops appeared on both sides of the Meeting-House." Then it was that Captain Parker gave that solemn order: "Stand your ground; don't fire unless fired upon, but if they mean to have a war, let it begin here." We know how the Minute-Men stood their ground that day at Lexington and later at Concord; how the British retreated in great confusion to Boston.

Exiled from Boston

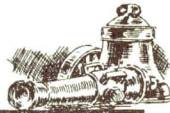
IT was not safe for Revere to return to Boston; the British knew too well how the news of their march had preceded them to Lexington. He took a house in Charlestown, where his family joined him, and lived until the British left Boston almost a year later. Meanwhile he was permanently engaged by the Committee of Safety as a messenger, receiving four shillings a day for his services.

Revere's many-sided ingenuity and mechanical genius now came to aid the struggling country. Colonial currency was needed to pay the soldiers, and the Provincial

*Buckman Tavern, which faces Lexington Common on the east, was built about 1690. Here in the early morning of April 19, 1775, the Minute-Men assembled to await definite word that the British were approaching.



Paul Revere



Congress turned to Revere to engrave and print several issues of paper money. In 1775, plates for currency issued by the Continental Congress were engraved by Revere. Gunpowder was needed in Massachusetts, and Revere was sent to Philadelphia to inspect a powder mill. The owner of the mill was unwilling to give him information regarding the process but, with one visit to the mill, Revere's trained eyes took in enough so that he was soon supplying the Continental army with gunpowder, made in Canton, Massachusetts.

The British left the cannon at Castle William badly damaged, and General Washington called upon Revere to repair them. This he did, at the same time inventing a new carriage for them. In the winter of 1776, under order of Congress, Revere superintended the casting of cannon. Revere felt keenly disappointed not to receive a commission in the Continental army, but he cheerfully assumed the military duties assigned him in the service of the State, where he received the rank of lieutenant-colonel. During the winter of 1778-79, he was in full command at Castle William.

A Pioneer in the Copper Industry of America

AFTER the war, Revere quickly resumed his numerous business activities. In 1783, he opened a "large store of hardware directly opposite where Liberty Tree stood." Here he sold goods of his own manufacture, ranging all the way from candlesticks to shoe and knee buckles. His daybook shows many charges for picture frames made for John Singleton Copley, who also painted a portrait of Revere. This portrait was done when Revere was about forty years old, at about the time of his



Paul Revere

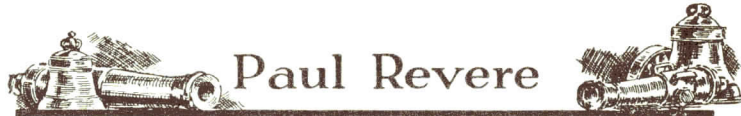


midnight ride. It shows Revere at his worktable in his shop, holding a silver teapot—a sturdy, broad-shouldered fellow, with an intent, eager look in his eyes. When he was twice this age, Revere sat for another portrait; this time, to Gilbert Stuart. The Paul Revere of the Stuart portrait is a kindly-faced, white-haired old gentleman.

In 1792, Revere established a foundry in Boston, where he cast bells and cannon, and perfected a process of forging malleable copper. His bells were noted for their rich, sweet tone and today, in many New England towns, Revere bells still summon church-goers; the bell today in King's Chapel, Boston, was cast by Revere; as was also the ship's bell on the frigate *Constitution*, which was shot away in the fight with the *Guerrière*.

Revere obtained the government contract to do all the brass and copper work for Old Ironsides; an itemized bill for this work totals \$3820.33. The bolts and spikes were made from malleable copper—"a secret," Paul Revere writes he gained, "after a great many tryals and considerable expense."

Until 1801, copper rolling in America had never been attempted. This was Revere's next business venture. He borrowed \$10,000 from the Government for the erection of mills in Canton, Massachusetts, agreeing to pay it back in manufactured copper. The debt was soon cancelled. In 1802, Revere and Son supplied material for coppering the State House in Boston. The following year, the hull of Old Ironsides was re-coppered by Revere. Her logbook, under date of June 26, 1803, reports the following picturesque incident. "The carpenters gave nine cheers, which were answered by the seamen and calkers because they had in fourteen days completed coppering the ship with copper made in the States." In



Paul Revere

1809, Revere and Son furnished copper for two boilers for Robert Fulton's Hudson River steam ferryboats.

During these years of his extensive business enterprise Paul Revere was ever active and highly respected in public affairs. In 1788, when the question of ratifying the Federal Constitution by the State of Massachusetts was hanging in the balance, Paul Revere presided over a great mass meeting of Boston mechanics. Resolutions passed in favor of the Constitution were carried to the convention by the mechanics in a body, headed by Revere, and undoubtedly influenced the ratification. Revere was largely responsible for the organization, in 1795, of the Massachusetts Charitable Mechanic Association, and was its first president.

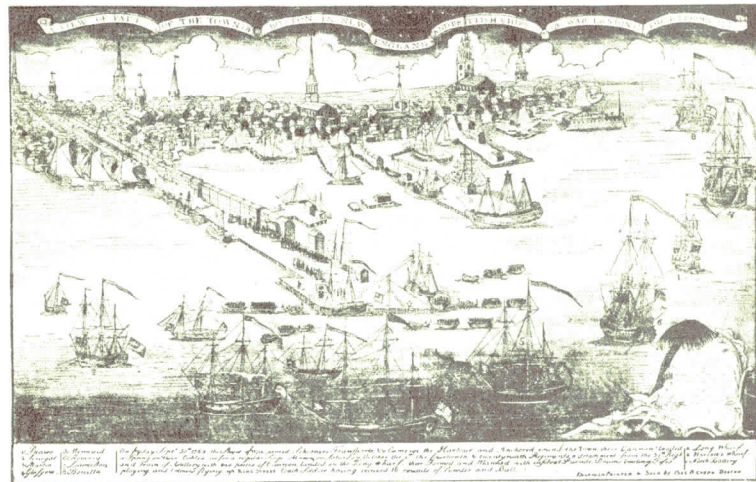
When the corner stone of the new State House in Boston was laid, on July 4, 1795, Paul Revere assisted his old friend, Samuel Adams, then Governor of Massachusetts, in the ceremonies.

In 1800, the Reveres moved to a house on Charter Street. Here Paul Revere died on May 10, 1818, at the age of eighty-three, and was laid at rest in the old Granary Burying Ground. Today in this quiet enclosure, amid the hurrying, busy life of Boston, are the graves of three men, whose lives were so closely linked on that April night in 1775, and who worked together in the cause of liberty. For here were buried Samuel Adams and John Hancock, the two patriot leaders, and Paul Revere, the midnight messenger who rode to warn them against capture.

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Midnight Ride, with a Short Account
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Paul Revere's Ride
HENRY WADSWORTH LONGFELLOW



Revere's Engraving of the Landing of Troops in Boston in 1768